

Don't Miss the Auto Show at the State Fair Grounds

This Is Your Car If You Want A "Six" Success

Only a short time ago you were compelled to pay from \$3,000 to \$6,000 for a six-cylinder car. Even at those figures you were not assured of the present day knowledge in automobile building. Just as improvements have been made on harvesting machines—alarm clocks—telegraph systems—and other every-day necessities, so have they been made in the automobile industry, and all the modern automobile improvements are to be found in the Saxon.

Today there are four new ideas in motor car design. First—light weight.

Second—high speed motor. Third—yacht-line body. Fourth—increased riding comfort for all passengers.

All four of these modern ideas you will find incorporated in the Saxon "Six." Light weight comes from right design and right materials. Expensive nickel steel in Saxon axles, steering gear and other vital parts is lighter and stronger than ordinary steel. Vanadium steel makes better springs and reduces their weight.

The Saxon high speed motor design gets more power on less gasoline than was formerly possible with a bigger motor. Today in your touring car, of course, you want a "Six." No lesser motor can give you the same even pull.

—smoothness—power—flexibility. Except for starting the car, gear shifting is practically unknown to Saxon "Six" owners.

The yacht-line body of the Saxon "Six" exemplifies the latest in motor car fashion. This type of body originated in Europe some time ago and has happily been taken up in this country, until today people are demanding that their touring cars be furnished with this type of body.

The Saxon "Six" is a big car for five people—plenty of room in driving compartment and tonneau. The long, resilient, cantilever springs assure riding comfort.

If you seek speed, the Saxon "Six" has it. Recently a stock model covered 490 miles from Los Angeles to San Francisco in 13 1/2 hours, beating the "Lark" (the Southern Pacific's fastest mail train) by 15 minutes.

If you seek power, the Saxon "Six" has it. "It laughs at hills." The car is absolutely phenomenal in its power and flexibility and our dealers welcome any test you may care to invite. We are perfectly confident that the Saxon "Six" for power, speed, flexibility, acceleration, hill climbing, quietness, smoothness, coolness, comfort, economy, will outperform any car in its price class. Ask to be shown.

Nineteen Sixteen Buicks Favored by Motorists

Nineteen sixteen Buick Valve-in-Head Motor Cars have been endorsed and purchased by the knowing motorists of every state in the Union. These Buick models, thousands of which are in use today, and other thousands under course of construction, are the most sought cars in America.

In the 1916 models Buick design reaches its highest efficiency, and Buick construction and motor principles their most complete expression. We guarantee these 1916 models to contain more drop forgings, better upholstery, better paint and finish, better quality throughout, than any previous models ever manufactured by the Buick Motor company.

The buyer of the Buick Valve-in-Head Six has the experience of 300,000 owners to confirm his selection of a Buick car. He has the absolute satisfaction of knowing that in the building of this car, Buick engineers have followed the same time-proven principle that has distinguished Buick cars for 14 years.

Never wavering, never deviating, absolutely sure of their ground, Buick engineers have developed the Valve-in-Head motor until today in the Nineteen sixteen Buick Six you get a power, a smoothness, a quickness of get-away, an ease of control not surpassed in any car.

Buick Valve-in-Head Sixes are manufactured in a variety of body styles: Roadsters, Touring Cars, Coupes, Inside-drive Sedans. In body design, finish and upholstery they fully measure up to the high mechanical standard of the well-proved Buick chassis.

Back to Nature.

"Serve the champagne in tin cups, Oscar," directed the owner of the bungalow.

"Very good, sir."

"These hunting parties like to rough it a little."—The Wasp.

High Priced Car Gets More Careful Treatment

Here's another angle to the matter: Did it ever occur to you that the \$5,000 car is called upon to withstand less illusage, while being treated to vastly better care, than the low-priced car? Nevertheless, this is a fact. The high-priced car is not only driven by a chauffeur who has been trained to a high degree of skill in the factory that made it, but it is also his sole duty to look over his car every morning; make any little adjustments that are necessary; catch the slightest valve wear or gear growl the minute it becomes perceptible, and make the necessary adjustment to prevent its going further; to clean and adjust his carburetor, spark plugs, his magnets; and, finally, to oil every part, including springs and joints that you would never think of. Above all, to keep the car clear of dirt and grit, inside and out.

Now, what of the low-priced car? This is driven by the owner himself ninety-nine times out of a hundred. And the care it gets is such as he may have the skill or the time to devote to it.

But it has one characteristic over the high-priced, mechanically complicated automobile that motorists have fast grown to appreciate—one need not be a professional chauffeur or mechanical expert to drive and care for it.

Beyond the matter of gasoline, oil and water, the low-priced car requires little attention. Its design reflects the utmost in simplicity. Its motor is free from intricate mechanism. Its construction carries out the same idea.

Thus the never-ending necessity of "tuning up"—experienced by owners of expensive automobiles—is made obsolete. When you want to run your car, it is ready to run, for you. When you need it to respond to your desire, it does so.

Engineers who create a low-priced car anticipate the conditions that eventually exist pertaining to their product. They realize that their field is made up almost entirely of every-day men and women who live every-day lives and who want an automobile for every-day use. Then they build a car to answer this demand. Notwithstanding that fully fifty per cent of low-priced cars have to undergo, as their first duty, the hazardous service of being driven by novices, it is a demonstrated fact that this same simplicity overcomes the troubles so often experienced by new drivers and results in commendable, consistent service to all owners. This is particularly true of the Maxwell car.

It would be well if every driver of a new car would learn to drive it at a moderate rate of speed—say not over 20 miles an hour for the first few weeks. In so doing the new car would have a chance to limber-up.

If it is driven at a modest speed at first, it will become flexible, sweet-running and noiseless.

"Consider After-Cost First." We have mentioned the item of maintenance. To the buyer of a low-priced car this is the one big consideration. "Design with maintenance cost as your first consideration," said President Planders to our engineers when they began to design the Maxwell. "for the class of buyers who must consider the purse and, therefore, the original cost of the car when buying."

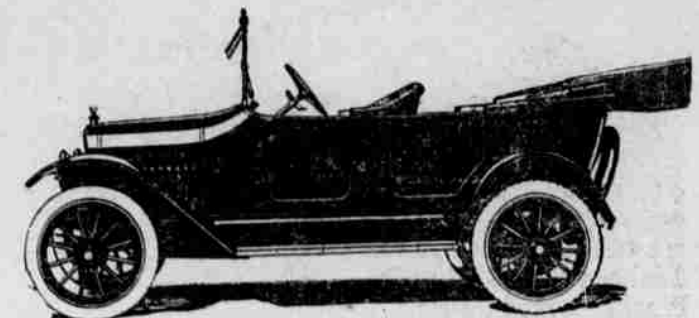
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Maxwell

A Complete, High
Grade Family Car

\$685
f. o. b. Salem
including
Electric
Starter
and
Lights



Let the Maxwell "Answer" for Itself

That's the way we like to handle prospective buyers. Nothing suits us better than to have them put the Maxwell through the hardest tests—compare it with other cars—make it stand on its own merits.

When this is done, the buyer is made to appreciate the remarkable value we are offering.

We say remarkable value—and that is just what it is. When you think of a completely equipped, high grade automobile being sold for \$685 you must admit that it is a remarkable value.

In fact, there is no other car that comes anywhere near the Maxwell.

See Exhibit at Fair—One Chassis showing construction and 5 pas'ng'r Touring Car

Halvorsen & Burns

Maxwell Service Station
Corner High and Ferry Streets

Phone 959

SAXON

Strength Economy Service

A short time ago 206 "Saxon Sixes" traveled 61,800 miles without stopping. Each car covered 300 miles. The gasoline consumption averaged 23.5 miles per gallon.

A week later 38 Saxon "Sixes" raced in relays from New York to Frisco in 6 days, 18 hours and 10 minutes—a record in automobile speed from coast to coast. In both cases were the cars strictly stock models. In both cases were the drivers Saxon dealers—not professionals. And therein is the real significance of that average of 23.5 miles per gallon of gasoline and that time of 6 days, 18 hours and 10 minutes. For what these cars and drivers did is no more than you and your Saxon "Six" can do. Saxon "Sixes" identical in every detail with those 206 in the 300 mile non-stop run and the 38 in the Atlantic-Pacific dash are on our floor now. We urge you to see them at once. Saxon "Six" is \$925 f. o. b. Salem.

Lloyd L. Ryan, Agent

Saxon Service Station at

Corner Ferry and High, Maxwell Garage

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President Doney at Conference Pleads for More Teaching

Lebanon, Or., Sept. 29.—President Carl G. Doney, of Willamette university, made the principal address at Wednesday afternoon's session of the Oregon Methodist conference, being held here, with Bishop Hughes presiding and about 200 persons in attendance.

The statistical session was held during the afternoon, and the Women's Home Missionary society hour was conducted under the leadership of Mrs. Campbell.

President Doney's subject was "The Melting Pot," his idea being that the United States is the melting pot into which is thrown all the nations of the world for final preparation for salvation.

Must Educate Foreigners. The emigrant, the negro and the Indian, he said, must be educated in the Christian faith, in order to bring about civil liberty and to guarantee religious freedom to their posterity.

Sacramental service was held in the morning, and a memorial service was held in respect to the memory of Rev. S. W. J. Gardner, of Cottage Grove; F. A. Piper, of Elkton; C. M. Bryan, of Jefferson; and Dr. J. H. Skidmore, of Junction City, and the wives of Dr. T. R. Ford and Dr. N. Doane. The address in memory of the ministers was made by Rev. Mr. Hocking, of Yoncalla; D. A. Waters spoke of Mrs. Doane and James Moore of Mrs. Ford.

The morning session ended with the election of the following officers of the conference: Secretary, C. C. Barick, of Portland; assistants, Frank James, of Portland; F. G. Drake, of Coquille, and H. N. Aldrich, of Cottage Grove; statistician, D. Lester Fields, of McMinnville; treasurer, C. O. McCulloch, of Portland; and railroad secretary, W. B. Moore, of Canby.

Rev. W. R. F. Browne, of Lents, who was stricken with paralysis while in attendance at the conference, is still in a critical condition.

Dr. A. G. Kysett of Philadelphia, and Dr. Edgar Blake, of Chicago, were the speakers at the church extension work session held Wednesday night.

Several Changes Rumored. Rumors already are rife as to changes that probably will be made in some of the leading churches when the appoint-

Ford Automobiles---

Owing to the heavy demand for the new model Ford cars we have been unable to get cars enough to fill our orders, therefore we will not have any new cars to display at the State Fair, which we very much regret. But we will be able to furnish the best of service to all Ford owners and would be pleased to show you our new model Fords. While in town, we invite you to make our garage your headquarters. Prompt and courteous treatment night and day.

VICK BROTHERS

Telephone 1995

260 North High St.



Prices on Sept. 15 were 22.5 per cent higher than the average for the past six years on this date.

Beef cattle averaged throughout the United States on that date \$6.55 per hundred pounds against \$6.51 a month ago and \$6.06 a year ago.

Sheep averaged \$6.25 per hundred pounds against \$6.22 a month ago and \$5.06 a year ago.

Hogs averaged \$9.22 compared with \$8.01 a month ago and \$6.79 a year ago.

These figures are based on reports from several thousand correspondents throughout the country to the Bureau of crop estimates.

Journal Want Ads Get Results You Want—Try one and see.

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